



P R E F A C E

Part I of the RTA Five-Year Program is comprised of the Proposed Annual Program and Budget for FY 78, which was prepared in January, 1977. This document, Part II, discusses the capital and operating programs proposed by the RTA for the remaining four years of the programming period. Upon completion of the public hearings and after Board approval, these two parts will be combined into the RTA Five Year Transit Program for Fiscal Years 1978 to 1982.

The FY 79-82 projects discussed in this document are, of necessity, more general in nature than those of the Annual Program, recognizing that the conditions upon which individual projects are based often change over the course of the programming period. Further, it is believed that the transportation needs of the region will be better served if specific projects are confined to the rigorous analysis required in formulating the Annual Program. In view of this, Part II of the Five Year Program for FY 78-82 focuses upon the general direction and investment levels which will be required to provide good public transportation throughout the region, and to fulfill specified goals.

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C. INTRODUCTION

A. OVERVIEW

By state law, the RTA is required each year to prepare and adopt a five-year program which informs the people and elected officials of the six-county region of the RTA's objectives and program for operations and capital development during the forthcoming five-year period. This program is to be annually updated and an annual element is to be defined. Additionally, the RTA has the responsibility for implementing the capital and operating projects programmed for the region's public transportation system, given its legislative authority to act as the primary agent to receive and apply for federal and state grants, loans and other public transportation funds.

This document is the proposed Five-Year Program for Fiscal Years 1978 - 1982, and is the second five-year program to be developed by the RTA. The document presents what the RTA intends to accomplish during the five-year period and what problems and issues must be resolved. It also reflects the progress which has already been made since the RTA's inception in March, 1974.

B. THE RTA REGION

The six-county RTA region, composed of Cook, DuPage, Kane, Lake, McHenry and Will Counties, covers over 3,700 square miles and offers a broad range of residential and employment choices to its nearly seven million inhabitants. The complexity and diversity of the region's people and places have required the development of a transportation network capable of meeting a wide variety of travel needs.

Fortunately, the area is served by an excellent public transportation network. Not including taxi operators, airport bus and livery services, and intercity and interstate carriers such as Amtrak and Greyhound, seven commuter railroads, twenty-nine suburban bus carriers, and the Chicago Transit Authority (CTA) operate throughout the region.

RTA plays an essential role in maintaining this network by providing direct financial assistance to the commuter railroads, twenty-one of the suburban bus systems, and to CTA.

The fact that over 712 million trips are taken annually on this public transportation network clearly indicates that the preservation, coordination, improvement, and expansion of the existing system is crucial to the economic and social viability of the six-county region.

C. PREVIOUS PROGRAMMING EFFORTS

While the overall quality of the existing system is indeed high, the system in the past has been plagued by many problems. In the period prior to RTA's creation, carriers throughout the region were facing financial collapse due to the compounding problems of declining ridership, service cuts, and rapidly increasing costs. Several suburban bus carriers were forced to discontinue service, and the railroads were threatening to do the same to their commuter services.

Given the severity of these conditions, RTA has, from its beginning, concentrated on solving the most immediate transportation problems in the region. This is reflected in the goals defined in the FY 1977-81 Five Year Program which directly addressed the basic need to maintain the existing transportation network and to reverse the pattern of deterioration and eroding financial viability facing many of the region's transit operators.

RTA has been quite successful in stabilizing the existing transportation network. The magnitude of this accomplishment is significant, particularly if measured in terms of the extent to which system generated revenues and other federal, state and local resources are consumed simply by system preservation.

A moderate rate of expansion has also taken place, though the tremendous cost of keeping the present system operating seriously constrains the amount of funding available for expansion and improvement. This factor is particularly crucial given that the total magnitude of the region's public assistance requirements is expected to grow steadily

throughout the five-year period due to the ruinous impact of inflation. Thus, despite the fact that some additional monies for service expansion and improvement have been realized (given the establishment of the federal operating assistance program, implementation of a regionwide fare increase, and to a lesser extent, through operational efficiencies and cost reductions), these financial constraints are expected to continue.

In spite of these difficulties, the Five-Year Program for FY 1978-1982, as presented here, represents RTA's best effort to balance the need to preserve the basic transportation system with the mobility requirements of persons wishing to travel in unserved areas of the region, and of special user groups such as the elderly and handicapped residents of the six-county area.

D. THE RTA MISSION

In the Five-Year Program for FY 1978-1982, many of the concerns addressed in the first Five-Year Program continue to be central to the Authority's effort to provide good public transportation throughout the region. Additional clarification of issues and concerns has been possible through the experience which has been gained over the past year and through increased knowledge of public transportation needs throughout the six-county area.

Thus, in preparing the FY 1978-1982 Five Year Program the Authority has been able to refine its goals and objectives. During the forthcoming five-year period, emphasis will not only be placed on system maintenance, but also on increasing the effectiveness and efficiency of the existing system to enable expansion and improvement to proceed at a reasonable rate.

RTA MISSION

The mission of the Authority is to provide adequate public transportation throughout the metropolitan region and to preserve and improve the overall quality of these public transportation services. The Authority is to provide and facilitate service which is attractive and economical to users, comprehensive, safe, efficient, and coordinated among its various elements. Furthermore, the Authority

is to be responsive to the transit needs and interests of the people and elected officials of the region.

RTA GOALS

The goals of the Authority are:

1. To enhance the effectiveness of all regional public transportation services through increased mobility and facilitated personal mobility. This can be achieved by increasing accessibility to jobs, school, shopping, health facilities, and cultural and recreational opportunities, by fostering system integration through coordination of transit services, by increasing comfort and safety, and by providing equitable and reasonable fares and fare structures. Particular consideration will be given to the special transportation needs of elderly and handicapped persons.
2. To make maximum use of public transportation's capability to help conserve energy resources, to preserve open space, and to provide and maintain a healthy environment for the benefit of present and future generations by making public transit, wherever feasible, a viable alternative to the automobile.
3. To develop fully public transportation's essential role in maintaining and improving the economic well being of the region by coordinating with federal, state, regional, and local development plans and programs, by promoting efficient land use, by ensuring accessibility to employment opportunities, and by seeking to reduce the amount of the region's total resources which are used for transportation purposes.
4. To improve transportation system operating efficiency by eliminating service duplication and by providing for service and fare coordination, improved equipment and facilities, and refined maintenance and operating procedures, thereby minimizing overall costs.
5. To seek increased federal, state, and local funding so as to enable achievement of the above goals and support of the RTA mission.

The above mission and goal statements are necessarily broad in order to maintain their long term utility in helping to provide direction to the programs and policies of RTA. Moreover, the breadth of these statements recognizes that specific policy decisions and projects may only be generally related to one another, and that a particular solution to a transportation problem in one area of the region may not be viable in another part of the region. Clearly, the goal to maintain the existing quality of the transportation system remains central to the RTA Mission. However, it is also the RTA's goal to require that the quantity and quality of transportation service required in each of the various sub-areas of the region be carefully determined, as part of the one-year programming process, and that the efficiency and effectiveness of these services be continually evaluated.

Thus, the mission and goals of RTA will provide essential direction to the Authority in developing its capital and operating programs. In order to achieve these goals, RTA shall have among its immediate objectives the following:

- o maintain and improve the existing system;
- o expand the transportation network to serve all major trip generators; it is intended that the basic system will be in place by the end of FY 82;
- o increase ridership, particularly in the off-peak hours;
- o stabilize and rationalize fares and fare structures;
- o ensure the efficiency and effectiveness of transportation service and management;
- o encourage the continued coordination of effort between RTA and other planning and transportation agencies and local units of government; and
- o give emphasis to the special transportation needs of transportation handicapped persons.

E. UNRESOLVED ISSUES

The RTA Mission and Goals statements reflect the continuing

maturation of the Authority into the lead public transportation agency in the six-county region. As RTA develops its role further, its policies and programs will become even more clearly defined. However, at present, a number of key policy issues remain largely unresolved. The manner in which these issues are dealt with could have a drastic impact on the implementation of capital and operating projects programmed during the FY 1978-1982 five-year period.

Perhaps most crucial is the potential impact of an uncertain financial future on RTA's ability to implement its programs and policies, particularly those relating to service expansion and improvement. Capital and operating needs will continue to exceed available federal, state, and local resources, despite RTA's efforts to carefully analyze the region's needs in order to fund those projects which most effectively contribute to the future of public transportation in the six-county area. Moreover, the effects of rising labor costs, inflation, and other increasing costs will also take their toll on RTA's long term financial viability.

Given these anticipated funding difficulties, RTA must consider utilization of its existing funding alternatives, and/or the development of new financial resources. Furthermore, RTA must continue careful evaluation of capital and operating projects so that limited financial resources can be invested as effectively and efficiently as possible. In the absence of an adequate funding base, drastic service cutbacks or sharp fare increases will be required. However, given the detrimental aspects of these two courses, particularly on ridership, they should be considered only as a last resort.

A second major issue revolves around the question of whether RTA should continue functioning in its present capacity as primarily a funding agency, or whether it should acquire and operate the region's public transportation network. The questions of public ownership and public operation need to be carefully considered and all alternatives identified. For example, if RTA begins to acquire some of the region's systems, it can operate them itself, or it can hire operating managers for the carriers purchased. These are only two alternatives which need to be considered by RTA early in the programming period.

The availability and conservation of our energy resources is a matter of concern facing not only the six-county RTA region, but the whole nation as well. A renewed crisis in the supply of motor fuel oil would have a major impact on the region's total transportation network. However, given that the public transit system operates at virtual capacity during the peak hours, a significant shift in auto travel to transit due to a reduction in motor fuel supply could not be easily accommodated. Similarly, any sharp increases in motor fuel price, including those resulting from federal energy conservation measures, could cause a shift in ridership patterns that would have a direct impact on the region's public transit system. Thus, RTA needs to enhance and continue its efforts in contingency energy planning, including an analysis of such alternatives as staggered work hours.

Despite the system's present limitations in absorbing tremendous ridership growth, transit can play an important role in conserving increasingly scarce energy resources. As the more energy-efficient mode, transit must be developed and expanded in order to provide a feasible alternative to the automobile. Especially in the off-peak hours, when excess capacity is available, RTA needs to promote programs for increasing ridership and making transit more attractive to potential users. The development of a balanced transportation network is essential to the region's efforts to conserve energy resources.

I. RTA OPERATING PROGRAM: FY 1978-1982

A. OVERVIEW

In the past, the RTA Operating Program has concentrated on preserving the existing transportation network, principally through financial assistance agreements with CTA and the various suburban bus carriers, and through purchase-of-service contracts with the major commuter railroads. Given the tremendous costs associated with system maintenance and the constraint these costs place on RTA's ability to expand transportation service, new and existing services must be carefully evaluated in terms of their efficiency and effectiveness in order that the total magnitude of the public assistance required to support the region's transportation system is minimized.

To assist in this effort, RTA has defined the following operating program objectives:

- o to determine the type and quantity of transportation service required in each of the various sub-areas of the region in accordance with established and tested service guidelines;
- o to identify areas where the expansion or improvement of transportation service could take place;
- o to ensure that the region's existing transportation services are in accord with performance guidelines; and
- o to ensure that new service is efficient and effective.

Through careful planning and programming it is the intention of RTA that the basic regional transportation network be in place by the end of FY 1982. This is reflected in the operating program which follows.

B. OPERATING PROGRAM

1. Suburban Bus System

The existing bus system incorporates a wide variety of service, including regional and local, fixed route and feeder bus services. In terms of new service for FY 1978-1982, RTA will emphasize routes which function as feeders to major trip generators, routes in high density corridors, and regional routes which tie communities together.

a. Service Guidelines

In accordance with RTA's longer term goals, a preliminary set of service guidelines has been defined to help identify potential new local feeder and fixed route suburban bus service. The guidelines are based on a review of appropriate sub-regional transit development programs, relevant national experience, and on an analysis of basic data collected on the region. It is important to note that the guidelines are designed to be quite general in nature, and thus are used only to locate areas which should be the first to receive further attention in the planning of new fixed route suburban services. The guidelines do not imply that areas in compliance with a minimum guideline will automatically receive service, or that those below will not; they are advisory only. In particular, the guidelines are most appropriate to fixed route services and are not intended to identify areas or situations where there is a need for special service like dial-a-ride and other types of nonconventional transit. In addition, the guidelines themselves must be continually evaluated and modified as conditions on which they are based change.

Once areas have been selected for further analysis, sound system planning is required to formulate potentially successful services, i.e., those which will be effective and efficient. Further, an estimation of potential ridership demand must be made, based on travel patterns and a wide range of

user variables. As alternative routes are specified in the planning effort, the costs and benefits of the service will be assessed, taking into account both conventional and special user needs.

The preliminary guidelines for new local feeder and fixed route suburban bus service are as follows:

<u>Factor</u>	<u>Guideline</u>
Population:	Minimum of 3,000 persons per square mile
Employment:	Minimum of 500 employees per quarter square mile
Shopping Facilities:	Minimum of 250,000 square feet of retail floor space
Higher Educational Facilities:	Minimum of 1,000 students per site
Hospital Facilities:	Minimum of 100 beds per site
Commuter Rail Stations:	Minimum of 500 one-way boardings per station

Additionally, such locations as suburban central business districts (CBD's), community health care facilities, and facilities providing special services to the region's elderly and handicapped population will receive particular attention in the preliminary identification of potential new services.

New service proposals for the five-year programming period will meet these minimum guidelines for new suburban fixed route service. However, it is important to remember that these proposals must still be subjected to the detailed planning requirements of the one-year program. Nonetheless, it is clear that the RTA will concentrate its initial

efforts on providing service in areas of known demand. Extension of the local suburban bus systems and expansion of feeder services will also be emphasized in the early stages of the programming period. In the later years, RTA will attempt to program more mid-day and regional route type service.

b. Performance Guidelines

In addition to guidelines for new/expanded service, RTA is developing performance guidelines to assist in the assessment and improvement of routes already in operation. Throughout the programming period, RTA will continue to restructure the system, as necessary, in order to provide the highest quality service at a reasonable cost. This may entail rerouting, extending, reducing or eliminating an existing route. This approach is essential because in many cases improving existing service is more cost-effective than initiating an entirely new route. Thus far, the CTA and NORTRAN systems have undergone the most extensive route changes.

It is projected that the analysis and subsequent revision of service will continue on an increasing scale throughout the five-year program and include all of the bus carriers. For example, included in the FY 1978 Program is the restructuring of West Towns Route #309. This route is excessively long and provides a poor level of service. The route is scheduled to be divided into three manageable segments in order to provide a much higher level of service to persons in Western Cook and DuPage Counties.

c. Implementation

The actual implementation of new service remains dependent on a number of factors: sound system planning, adequate funding, and vehicle availability. Assuming a funding base and vehicle supply sufficient to support a reasonable rate of expansion, system planning becomes the essential element. This factor relates most

directly to the role of sub-regional planning. In the past, sub-regional planning studies have been a major source for the development of new service proposals. In order to make fullest use of these studies, RTA intends to continue its efforts to ensure that the geographical gaps between study areas are filled, that studies are coordinated at the regional level, and that studies are updated on a recurring cycle.

Once routes and services are identified at the sub-regional level, they are next analyzed on a regional basis for cost and ridership benefits, and implemented through RTA's programming efforts. In the five-year program, new and expanded services are only generally outlined. A more refined description of the exact nature and level of service, and anticipated operating cost, must await the detailed system planning and demand estimation the one-year program requires.

Thus, the level of annual operating cost shown in Table 1 for new and expanded suburban bus service which will be required to establish the basic regional transportation system by the end of FY 1982, is based not on specific service proposals, but rather on a general application of the service guidelines for new suburban fixed route service, and where appropriate, proposals for special services.

Table 1

Anticipated Costs of New/Expanded Bus Service
(\$000's)

<u>Transportation Area</u>	<u>FY78</u>	<u>FY79</u>	<u>FY80</u>	<u>FY81</u>	<u>FY82</u>
Cook*	1,315	500	560	625	700
DuPage	675	295	330	370	415
Kane	119	145	160	180	205
Lake	274	160	230	255	285
McHenry**	350	75	85	65	70
Will	<u>204</u>	<u>120</u>	<u>135</u>	<u>150</u>	<u>170</u>
Total Operating Costs	<u>2,937</u>	<u>1,295</u>	<u>1,500</u>	<u>1,645</u>	<u>1,845</u>
Less Phasing	(979)	(647)	(750)	(822)	(922)
Less System Revenue	<u>(294)</u>	<u>(97)</u>	<u>(112)</u>	<u>(123)</u>	<u>(138)</u>
Net RTA Cost	<u>1,664</u>	<u>551</u>	<u>638</u>	<u>700</u>	<u>785</u>

* FY78 includes two Chicago routes totalling \$114,000;
FY79-82 currently projected to be exclusively suburban
service.

**Preliminary estimates based on McHenry County transit
study currently under final stages of development.

2. Commuter Railroad System

At present, RTA has entered into purchase-of-service agreements with the five major commuter railroads operating in the six-county region: Chicago and NorthWestern, Illinois Central Gulf, Milwaukee Road, Burlington Northern, and Rock Island. Together these five railroads account for over 96 percent of the region's total commuter rail ridership. Financial assistance has also been provided to the Chicago, South Shore and South Bend, and Norfolk and Western railroads to help relieve operating losses. Though generally the railroads operate at a fairly high level of service between the outlying suburbs and downtown Chicago, the quality, nature, and extent of service does vary significantly on some of the lines.

Thus, one of the key objectives of the RTA rail service program has been to improve the existing quality of service, and through purchase-of-service agreements and capital grant programs, to achieve a uniformly high level of service on all rail lines. This is to be accomplished principally through the performance standards contained in RTA's contracts with the rail carriers. RTA also remains committed to the service guideline of minimum hourly off-peak rail service.

Though the performance standards for each rail carrier differ somewhat, the region can expect the following guidelines to generally apply:

- o Superior on-time performance
- o Maintenance of equipment
 - a) daily (or more frequent) interior cleaning
 - b) periodic major interior and exterior cleaning
 - c) mechanical maintenance to government standards
- o Maintenance of way and structures
 - a) regular inspection
 - b) conformance to government standards

- o Passenger stations

- a) clean and free of litter
- b) lighting installed and maintained
- c) damage from vandalism repaired promptly
- d) ice and snow removed promptly

- o Conformance to all government and safety standards.

Additionally, two incentive payments are included in RTA's purchase-of-service agreements to encourage performance improvements: monthly payments for improvement in on-time performance and payments for increases in revenue passenger miles. RTA considers these payments to be a more positive approach to improving rail service than deducting payments for failure to meet minimum performance standards.

As explained in the capital program detailed in the next chapter, RTA will continue an extensive effort to improve track and facilities, and to modernize and standardize equipment. These capital investments will relate directly to performance improvements over the next five years.

An estimated 15% increase in ridership over the programming period will require increased and additional service in both peak and off-peak hours. Current experiments with reverse-peak service can be expected to continue. Later in the programming period, improvements to late evening and weekend service may be considered. However, definitive statements regarding the specific rail services can only be described in each annual program, as equipment becomes available and service is evaluated.

In the longer term, additional rail planning must await completion of a current RTA study of long term commuter rail needs. This study, once completed, will provide recommendations for rail service which are based on projected population shifts and the needs of the region if automobile use is significantly constrained due to energy shortages.

The projected operating costs of new/expanded commuter

rail service through the programming period appear in Table 2.

Table 2

Projected Cost of New/Expanded Commuter Rail Service
(\$000's)

	<u>FY78</u>	<u>FY79</u>	<u>FY80</u>	<u>FY81</u>	<u>FY82</u>
Operating Cost	<u>\$2,350</u>	<u>\$2,150</u>	<u>\$2,070</u>	<u>\$1,960</u>	<u>\$2,135</u>
Less Phasing	(390)	(1,075)	(1,035)	(980)	(1,067)
Less Revenue	<u>(392)</u>	<u>(161)</u>	<u>(155)</u>	<u>(147)</u>	<u>(160)</u>
Net RTA Cost	<u>\$1,568</u>	<u>\$ 914</u>	<u>\$ 880</u>	<u>\$ 833</u>	<u>\$ 908</u>

3. The CTA Bus and Rapid Transit System

CTA operates an extensive network of bus and rapid transit service throughout the City of Chicago and into nearly 30 suburban communities, with direct rapid transit service into Evanston, Skokie, Oak Park, Cicero and Berwyn. CTA route coverage is so complete that over 99 percent of the city's population is within three-eighths of a mile of a bus or rapid transit route. It is estimated that in FY 1978 CTA will operate approximately 85 million bus miles and over 50 million rapid transit car miles.

The principle aim of the RTA Operating Program with respect to CTA has been to maintain the existing high level of service CTA provides to its average weekday ridership of 1,200,000 originating passengers. While the nature of the CTA network will remain largely intact, specific services will continue to be evaluated throughout the programming period to ensure their efficiency and effectiveness. In the coming year, RTA will work toward incorporating CTA's performance guidelines into a set of regional guidelines.

Major extensions to the CTA rapid transit system have been suggested from a variety of sources, with the

most notable being the O'Hare Extension and the Chicago Urban Transportation District's (CUTD) downtown distributor subway system. Though RTA supports these projects as being beneficial to the regional transportation system, and though these new facilities will be built without RTA funds, their eventual operation will have an impact on the efficiency, and therefore the cost, of the region's system.

C. Services for Elderly and Handicapped Persons

RTA has and will continue to be engaged in a wide variety of activities relating to the transportation needs of elderly and handicapped persons.

RTA is a member of the Technical Advisory Committee on Transportation Planning for the mobility limited, a regional committee composed of consumer representatives, planning and funding agencies, and public and private transportation carriers. The primary purpose of this group is to advise and assist transportation agencies in the development of both an interim and long range transportation plan and program for the region's mobility limited population. This planning process includes a demand inventory which will identify the characteristics and location of the mobility-limited in the region, and a supply inventory which will identify all existing services now providing transportation to the mobility-limited.

Together, these inventories will serve as the basis for both identifying more precisely the areas in which resources could be coordinated to produce higher levels of service at lower cost, and the areas where special attention to service development is necessary. It is intended that specific transportation projects pertaining to the transportation needs of the mobility-limited be developed from the information provided by these investigations which the Committee may recommend for inclusion in the region's Transportation Improvement Program.

The Authority has already implemented a region-wide reduced fare program for elderly and handicapped persons on RTA funded systems. In addition, RTA has developed a Priority Seating Program, which designates certain seats on transit vehicles for elderly and handicapped persons. Signs

placed in all vehicles used in RTA-funded services will identify these seats and will encourage other passengers to make priority seats available to senior citizens and handicapped persons who wish to use them.

Throughout the programming period, RTA will participate in other activities which will result in higher levels of service over wider geographic areas for the region's elderly and handicapped population. Specific projects include the centralization of information on all services available to the mobility limited through the RTA Travel Information Center, and the development and implementation of the RTA Service Development and Demonstration Grant Program.

The Service Development and Demonstration Grant Program, once approved by the federal government, will experiment with the provision of new services for the mobility limited. One major goal of the program is to develop experience with the public transportation needs of mobility-limited persons. The program will provide comparative information on a variety of approaches to operating and funding special service. Experimentation with the maximum utilization and coordination of existing services and resources will also be stressed.

On the basis of these experiments, experience relating to the coordination and pooling of transportation equipment, funds, and staff will be gained and applied. Results from this program will be useful to RTA in its continuing participation in regional programs designed to help coordinate and develop mobility-limited services. This will include the further organization and centralization of information and planning for all relevant transportation resources, addressing the coordination of many sources of funding at the federal, state, regional, and local levels, and the coordination of new and existing transportation operations.

Further, RTA will also experiment with fully and partially accessible transportation equipment. For example, experience will be gained from the operation of fully accessible lift-equipped special vehicles that are part of the Service Development Program. Fixed route service will also begin with regular vehicles providing increased accessibility, such as wider doors and kneeling features which can lower effective floor and first step heights.

Finally, RTA has been participating as a member of the American Public Transit Association's Committee on the Mobility of Elderly and Handicapped Persons. This committee has sought to coordinate and evaluate national activities regarding transportation for the mobility limited. This committee will provide an excellent means of maintaining familiarity with innovative plans and services developed elsewhere in the country for elderly and handicapped persons.

D. Coordination of the Transportation System

RTA is making progress in coordinating the transportation system. The institution of uniform fares on suburban bus systems and rail carriers in FY77 was a major step in promoting coordination. Also, transfers between RTA-funded bus and rapid transit carriers was initiated in FY77. RTA plans to develop a special fare program for students and children, and expects to initiate such a program in FY79.

During the five year programming period RTA plans to explore the feasibility of a number of other coordinative plans. These include a universal transfer program which would allow one-fare transfer among commuter rail, suburban bus, and CTA; a pre-paid pass; and other fare demonstration programs.

Coordination also is emphasized in the planning of new bus service, and in the elimination of service duplication. When bus routes are rescheduled, rerouted, or expanded and when new routes are initiated, every effort is made to harmonize the new service with existing rail and bus routes.

The planning and evaluation of intermodal transfer facilities is another means of coordinating the transportation system. This type of development has, as its primary function, the easy and efficient transferring of bus riders, train passengers, taxi patrons, automobile riders and pedestrians. Such facilities should improve the transition from mode to mode through a reduction in transfer times, an increase in station comfort and security, and an increase in accessibility for mobility limited persons.

III. RTA CAPITAL PROGRAM: FY 78-82

A. OVERVIEW

The proposed Capital Program FY 78-82, as presented in this chapter, will aid the Regional Transportation Authority in meeting the goals and objectives that are outlined in Chapter I. The investment levels detailed here were developed through the capital programming process and were derived from the regional capital needs as submitted to RTA by the commuter railroads, suburban bus carriers, the Chicago Transit Authority, mass transit districts, municipalities and the RTA staff.

The actual capital programming process is a three-step, annual procedure:

First, projects from the capital needs list are compared to both equipment and service guidelines, which have been developed by RTA. Those projects which meet the guidelines remain under consideration for the Five-Year Program, while those that do not are deferred.

As each part of this capital program is presented in the sections which follow, those programming guidelines that have been used by RTA in establishing capital requirements for its five-year program will also be discussed. These criteria provide guidance as to how much and what kind of capital investment should be made during this time.

The successful establishment of guidelines will have several important effects. Equipment standardization, which can be achieved through the use of guidelines, is one way to achieve region-wide coordination of capital improvements. Also, effective guidelines will be a means by which RTA may measure annual progress it has achieved and where program revisions must take place to accomplish additional goals.

The second step in the programming process occurs after the capital needs, as submitted, are measured against the programming guidelines. The remaining projects are evaluated

in terms of their relationship to RTA's long-range rail system plans, long-range bus system plans, and sub-regional transit plans. When appropriate, certain projects will be subjected to detailed evaluations.

Third, programming recommendations from this step determine which remaining projects are to be evaluated in terms of their cost/effectiveness, i.e., in terms of all relevant impacts associated with a project. Those projects which provide the greatest benefits for the available capital dollars are then included in the annual capital program.

This process follows an annual cycle which includes the update of the capital needs list; input from carriers, local and regional planning agencies, and other forms of public participation; and continual coordination of the capital needs and resulting programs with the RTA operating proposals and programs.

The RTA Capital Program FY 78-82 is presented in three sections: suburban bus, commuter rail, and CTA. Each section contains specific recommendations tailored to provide the region with capital improvements for more efficient and effective public transportation. Although the five-year program is specific as to number and cost of various investments scheduled for implementation during each fiscal year, the program for the first year (FY 78) also provides additional project detail as to carrier and exact location. As each one-year element is developed from this, and updated, five-year programs, the previously proposed investment levels for that fiscal year will be reviewed and analyzed. Specific projects finally selected for inclusion in an annual capital program will therefore provide the greatest benefit to the region from available sources of funding. It is important to note that:

- o the capital assistance funds from federal and state transportation agencies are not unlimited; and
- o in the past, the region has not been able to maximize its potential share of UMTA Section 3 Capital Assistance funding when compared to other metropolitan areas (SMSA's) in the nation.

B. CAPITAL PROGRAM

1. Suburban Bus

A continuing objective of the RTA suburban bus capital investment program is to provide the most efficient, cost-effective public transportation system obtainable under present financial constraints. In accomplishing this objective, RTA has geared its capital improvement program to: (a) maintain and improve existing services by replacement of overaged equipment (buses, maintenance facilities, shop equipment); and (b) acquire necessary equipment and facilities to enable RTA to implement and expand service in areas that are presently inadequately served or totally without service.

During FY 77, inroads were made through an UMTA/IDOT capital grant to alleviate the bus shortage and overage vehicle problems with the purchase of 159 new buses. In addition, the grant contract provides for the purchase of new fare boxes, maintenance equipment and passenger shelters. RTA also has on file with UMTA/IDOT three other capital assistance applications for the suburban region which call for the:

- o purchase of 122 new buses, rehabilitation of 29 buses, new fare collection equipment, shelters, etc;
- o purchase of new radio communication system with some maintenance/service vehicles; and
- o RTA acquisition of existing suburban bus rolling stock.

The FY 78 through FY 82 Improvement Program herein described continues the progress already made over the last several years.

To continue providing the suburban region with efficient transit service, a number of guidelines have been established:

Guideline I: Buses for Replacement and New Services

To maintain a reliable suburban bus service requires both the replacement of overaged, inefficient transit vehicles

and the acquisition of new vehicles for expanded services that are to be implemented on an incremental basis. The latter requirement depends upon a coordinated effort between the capital and service planning portions of the program.

In accomplishing the first requirement, RTA intends to replace suburban buses which are necessary to meet peak period requirements when they are twelve years old. (Included is a factor - 10% - for reserve vehicles for larger carriers.) This standard is in line with national statistics on bus operations and present federal/state vehicle replacement guidelines.

Table 3 indicates that 71 replacement buses are needed by FY 82 to maintain the suburban bus fleet at a reliable, efficient service level. The table also shows the number of new vehicles required to implement the service improvements scheduled over the next five (5) years, as described in the previous chapter.

An adequate number of replacement and service expansion buses will be of varying sizes and will contain those desirable features that assist elderly and handicapped passengers, in compliance with federal, state and local guidelines.

TABLE 3

RTA SUBURBAN BUS PROGRAM FOR REPLACEMENT
AND NEW/EXPANDED SERVICE (FY 1978 - 1982)

<u>FY</u>	<u>Replacement Buses</u>	<u>New/Expanded Service Buses</u>	<u>Total</u>
1978	27	48	75
1979	5	30	35
1980	5	30	35
1981	29	30	59
1982	<u>5</u>	<u>30</u>	<u>35</u>
Grand Total	71	168	239

Guideline II: Passenger Shelters

Shelters are needed to provide protection for waiting passengers under conditions of heat, wind, rain or cold, all year around. Shelters will be sized according to passenger volumes and will be provided at all stops meeting certain standards. Guidelines to determine the optimal location of shelters are currently being developed. Suffice it to say that shelter installation should be a function of boarding passenger volume; service frequency; spacing along each route; activity centers; and facilities or stops frequently used by the elderly and handicapped passenger.

During FY 77, RTA installed a number of different types of shelters to evaluate their applicability to the region and derive a set of design standards. In the coming months, as part of an FY 76 Capital Grant, RTA will be initiating the first phase of a passenger shelter program by installing approximately 50 shelters. Since only a certain number of shelters can feasibly be installed on a yearly basis, RTA anticipates acquiring 50 shelters during FY 78 and 100 shelters annually, through FY 82.

Guideline III: Bus Stop Signage

Bus stop signs are needed to provide the transit patron with the information necessary for the effective use of public transportation. Bus stops should be identified by route markers which include, at a minimum, a system logo (or functional identification) and the identification of all routes serving that stop which correspond to the information displayed on the bus designation sign.

The new RTA color scheme has standardized and improved the image of RTA transit services in the region. It is now necessary to modify existing bus stop signs to increase the visibility and the awareness of the availability of mass transportation throughout the region. During the past year a new bus stop sign design was developed to provide quick and readily understandable route information. RTA intends to purchase 500 signs in FY 78 and have a similar program of installing approximately 500 signs per year thereafter.

Guideline IV: Maintenance, Communications, Fare Collection Equipment and Service Vehicles

In providing an effective, efficient public transportation system, it is necessary to acquire or replace equipment that affects daily operation. Such items will include maintenance equipment (to repair and service transit vehicles); a reliable and effective communication system, based on the Suburban Bus Radio Communication Study; and a secure fare collection system which provides information on ridership and other pertinent data.

In conjunction with the purchase of new transit vehicles (service, maintenance, and bus) over the next five years, RTA will need an appropriate amount of support equipment. To provide the region with an adequate maintenance system, equipment should also be purchased to replace old, worn out or obsolete items that are judged necessary for the operation of an efficient, modern transit repair facility.

Guideline V: Buses for Service Development/Demonstration Projects

During the past year, RTA has made a commitment to experiment with specialized bus services for persons within the region. Demonstration projects such as dial-a-bus, special service for elderly and handicapped persons, or subscription bus service are being considered. These types of services will be developed for areas where conventional services are inadequate or non-existent, and which may require the acquisition of other than standard transit vehicles. RTA proposes to purchase 25 vehicles per year over the next five years to meet the requirements of the region for this kind of program.

Guideline VI: Regional Bus Maintenance and Storage Facilities

RTA was established, in part, to provide coordinated public transportation throughout the region. In order that various systems within the RTA will provide the highest quality of service at minimum total cost, consolidation of facilities and coordination of services are required. RTA is presently undertaking through federal assistance, a Regional Bus Coordination Study, to determine the feasibility of centralizing suburban bus maintenance and storage facilities.

Based on the study results, RTA will rehabilitate and/or construct facilities necessary to provide a more efficient, cost-effective arrangement for maintaining and storing equipment for suburban operations.

In FY 78, it is anticipated that engineering and construction will be started for the first of such sub-regional facilities. Only cost estimates are shown for the later years of the program. These costs for estimated engineering and construction are based on the experience of other major transit properties in the nation. The specific capital requirements will be determined upon completion of the study.

The following tables present the suburban bus portion of the RTA Capital Improvement Program for FY 78 through FY 82. Table 4 shows the suburban bus capital implementation schedule; Table 5 is the estimated capital cost schedule.

Table 4

RTA SUBURBAN BUS CAPITAL PROGRAM (FY 78 - FY 82)

IMPLEMENTATION SCHEDULE

ITEM	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
1. Buses: Replacement	27	5	5	29	5	71
2. Buses: New/Expanded Service	48	30	30	30	30	168
3. Buses: Demonstration Projects	25	25	25	25	25	125
4. Service Vehicles	4	5	5	5	5	24
5. Shelters	50	100	100	100	100	450
6. Bus Stop Signs	500	500	500	500	500	2,500
7. Fareboxes	73	55	55	55	55	293
8. Two-way Radios	77	60	60	60	60	317
9. Garage Facilities	1	1*	1	-	1	3 New 1 Rehab*

TABLE 5

RTA SUBURBAN BUS CAPITAL PROGRAM (FY 78 - FY 82)

ESTIMATED COST SCHEDULE (000)

ITEM	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
1. Buses: Replacement ¹	\$ 1,998	\$ 425	\$ 468	\$ 2,983	\$ 566	\$ 6,440
2. Buses: New/Expanded Service ¹	3,552	2,550	2,805	3,086	3,394	15,387
3. Buses: Demonstration Projects ²	600	800	840	882	926	4,048
4. Service Vehicles	47	75	75	80	80	357
5. Shelters ³	300	630	662	695	729	3,016
6. Bus Stop Signs ⁴	60	75	79	83	87	384
7. Fareboxes ⁵	183	165	182	191	201	922
8. Two-way Radios ⁶	270	240	264	290	319	1,383
9. Garage Program	10,000	8,000	15,000	-	17,000	50,000
10. Maintenance Equipment	463	500	500	550	550	2,563
11. Misc. Items ⁷	687	800	880	968	1,065	4,400
TOTAL	\$18,160	\$14,260	\$21,755	\$ 9,808	\$24,917	\$88,900

FOOTNOTES (TABLE 5)

- 1) Cost estimated at \$74,000/vehicle for FY 78, \$85,000/vehicle for FY 79 and 10% rate of inflation thereafter.
- 2) Cost estimated at \$24,000/vehicle for FY 78, \$32,000/vehicle for FY 79 and 5% rate of inflation thereafter.
- 3) Cost estimated at \$6,000/shelter (purchase & installation); \$6,300 for FY 79 and 10% rate of inflation thereafter.
- 4) Cost estimated at \$120/sign (purchase & installation) for FY 78, \$150 for FY 79, and 5% rate of inflation thereafter.
- 5) Cost estimated at \$2,500/farebox (purchase and installation) for FY 78, \$3,000 for FY 79 and 10% rate of inflation thereafter.
- 6) Cost estimated at \$3,500/radio (purchase and installation) for FY 78, \$4,000 for FY 79, and 10% rate of inflation thereafter.
- 7) The RTA anticipates that during the next five years there will be a need to acquire, install construct a number of items related to the effectiveness of public transportation bus service in the Region. Such items may include: Bus turn-arounds; off-roadway bus stops; service lanes; minor garage improvements; informational equipment, etc.

2. Commuter Rail

Commuter rail service in the six-county RTA region is provided by seven railroads:

Burlington Northern
Chicago, Milwaukee, St. Paul and Pacific
Chicago, Rock Island and Pacific
Chicago, South Shore and South Bend
Illinois Central Gulf
Chicago and NorthWestern
Norfolk and Western

These railroads provide transportation services for outlying areas to the Central Business District of Chicago (CBD) on over 1160 miles of track and carry passengers from 227 stations throughout the region. The routes operate on right-of-way radiating from 13 to 70 miles from the CBD to outlying suburban areas.

Dependability among the different railroads is directly related to the condition and age of their rolling stock, track, and operational facilities. Prior to the creation of RTA, the commuter railroads were able to purchase some rolling stock and accomplish some minor track rehabilitation with the aid of funds provided by federal, state and local (mass transit districts) agencies. RTA has initiated a capital improvement program that will substantially expand these previous efforts to acquire equipment and to upgrade equipment, track, and operational facilities over the next five years with the assistance of federal and state, as well as RTA, funds.

To help enhance the efficiency and dependability of the region's commuter rail transportation operations, RTA, starting in FY76, initiated a progressive program to rehabilitate/renovate track and facilities as well as to acquire new rolling stock to replace vehicles already well beyond their life expectancy. As the first step, through an FY76 UMTA/IDOT Capital Assistance Grant, RTA entered into purchase contracts for 50 new commuter cars and 21 new diesel locomotives (including spare parts) for a total estimated price of \$43.9 million. Although the new equipment has been

assigned for use on the Rock Island, the specifications enable RTA, if so desired, to use this equipment on any other commuter rail line in the region. This is an important first step in providing the region with standardized equipment and recognition of a regional transportation system.

As part of its FY77 Capital Program, RTA has filed with UMTA/IDOT four other Capital Assistance applications for commuter rail service:

- o Purchase of seven (7) new diesel locomotives for lease to the Milwaukee Road for commuter rail service;
- o Installation of 13.2 miles of welded rail; alignment and resurfacing of track, along with new ballast, rail anchors, and ties on the Rock Island;
- o Improvements to Chicago Union Station for passenger ingress/egress and for Rock Island commuter train access to Chicago Union Station; and
- o RTA acquisition of CNW rolling stock.

RTA is also in the final stages of assembling a final application for rehabilitation/renovation of cars, track, right-of-way, bridges, stations, etc., for the five major commuter railroads. This FY77 project will cost approximately \$50 million and be completed within two years.

What follows is a number of guidelines that have been set to continue providing the region with efficient commuter transit service and recommendations for accomplishing this goal.

Guideline I: Locomotives and Commuter Cars for Replacement/New/Additional Services

To maintain a reliable, cost-effective commuter rail system requires both the replacement and rebuilding

of overaged, inefficient transit vehicles and the acquisition of new equipment for additional services that are intended to be implemented on an incremental basis. The latter requirement depends on a coordinated effort between the capital and service planning segments of the program and anticipated ridership increases.

Present standards in the railroad industry indicate that commuter cars have a life expectancy of 35 years, with a major rebuild after 12 to 15 years. For locomotives, the life expectancy ranges from 25 to 30 years, with a major rebuild after 15 years.

A major objective of RTA, since its inception, has been to create a regional perspective of public transportation. In accomplishing this goal, it is necessary to standardize rolling stock that will be newly acquired and rebuild equipment that has a useful life. As part of its FY77 Commuter Rail Capital Assistance application, RTA has initiated the first stage of a massive program to rehabilitate and standardize commuter rail cars and locomotives for the Chicago and NorthWestern, the Rock Island, and the Milwaukee Road.

Since not all of the commuter vehicles can be rehabilitated under the FY77 program, RTA intends to continue its objective over the ensuing five years. Tables 6 and 7 provide a list of commuter cars and locomotives scheduled to be replaced/rehabilitated and newly acquired during FY78 through FY82.

TABLE 6

RTA LOCOMOTIVE REPLACEMENT/NEW SERVICE PROGRAM
(FY 78 - FY 82)

<u>FY</u>	<u>New Replacement</u>	<u>New/Expanded Service</u>	<u>Sub- Total</u>	<u>Rehab.</u>	<u>Grand Total</u>
78	0	2	2	11	13
79	2	2	4	30	34
80	3	2	5	0	5
81	13	2	15	0	15
82	<u>11</u>	<u>2</u>	<u>13</u>	<u>0</u>	<u>13</u>
TOTAL	29	10	39*	41	80

TABLE 7

RTA COMMUTER CAR REPLACEMENT/NEW SERVICE PROGRAM
(FY 78 - FY 82)

<u>FY</u>	<u>New Replacement</u>	<u>New/Expanded Service</u>	<u>Sub- Total</u>	<u>Rehab.</u>	<u>Grand Total</u>
78	0	18	18	253	271
79	15	25	40	195	235
80	15	25	40	33	73
81	15	25	40	0	40
82	<u>15</u>	<u>25</u>	<u>40</u>	<u>0</u>	<u>40</u>
TOTAL	60	118	178*	481	659

* It should be noted that although the RTA's FY 78-FY 82 Capital Program shows the level of equipment need of commuter rail vehicles over a five-year period, it may be advisable to group these requirements in a single multi-year grant application to achieve greater economies of scale.

Guideline II: Locomotive and Commuter Car Improvement Program

Over the next five years, the RTA must undertake a program to standardize and improve existing commuter rail vehicles. As mentioned previously, a FY77 Capital Assistance Grant application will be the first step in achieving this goal. In addition to its standardization project, RTA must proceed with a regular improvement program. Effective maintenance enhances the overall performance of public transportation in the region and enables commuter railroads to meet performance criteria set in their "purchase of service" agreements with RTA.

Although it is difficult to estimate the costs associated with accomplishing the aforementioned guidelines, it is felt that, due to the condition of present rail equipment, an investment of approximately \$12 million over the next five years is required. This investment will enable RTA to install public address systems, safety sash and striping, and other such improvements and modifications as required. It is anticipated that this improvement program will cause equipment to meet the life expectancy standards previously noted in a cost-effective manner.

Guideline III: Track Maintenance and Rehabilitation

Over the past years, due to the financial position of commuter railroads in the region, improvements to track and related facilities have been deferred, so that existing conditions demand immediate attention by RTA. Applications of standards by the Federal Railway Administration and Interstate Commerce Commission have created emergency conditions on a number of railroad lines in the region, causing speed restrictions of 25 to 10 mph. Such reduced speeds due to track deterioration have plagued commuter rail service performance and caused passengers to vigorously complain.

Proposed improvements to track would enable speeds on commuter rail lines to range from 40 to 80 mph. Rail lines which primarily operate commuter service should require 115 to 119 pound/yard rail, while for track used in combination with freight as well as passenger service, 132 to 136 pound/yard rail should be installed.

Much existing track appears to be in minimal condition to achieve the kind of rapid, efficient commuter rail service required in the region. In order to upgrade the track to a reliable standard, the following is necessary:

- o Resurfacing after undercutting and installation of 6 to 8 inches of new ballast;
- o Installation of 250 track miles of continuously welded rail over the next five years (either 115/119 pound or 136 pound);
- o Alignment, reguaging and surfacing of track throughout the region;
- o Tightening of joint bolts where necessary with added bolts and angle replacement as necessary; and
- o Replacement and resetting of rail anchors.

RTA has, as part of its FY77 Capital Improvement Program, submitted two (2) specific applications which would be the first phase of accomplishing this goal.

Guideline IV: Station Renovation/Construction

Presently there are over 225 commuter rail stations in the region which provide services for passengers. As with other parts of the rail system where financial constraints have forced deferral of maintenance, many stations require structural improvements and additional parking facilities. As the region has continually experienced increased suburban population growth, new stations must be constructed to meet user needs and reduce automobile travel to the Chicago CBD.

The stations to be renovated or constructed should provide heating, adequate seating, parking facilities, lighting, and other amenities to service customers. Using information provided by railroads, commuters, and engineers/architects, RTA intends to provide the region with such modern facilities to service its constituency.

The Illinois Department of Transportation (IDOT) is in the final stages of upgrading 118 stations in the region as part of its Rail Station Improvement Program. This program ranged in scope from installing passenger shelters at stations to constructing a number of new stations.

It would appear that RTA will be given the responsibility of continuing the station improvement program, begun by IDOT, over the next five years. The improvement program to be undertaken should include both the upgrading of existing facilities and the construction of new stations where demand so warrants.

As part of its FY78 program, RTA intends to spend \$2.9 million to rehabilitate/construct nine stations, improve commuter rail information services at the stations, and initiate better parking and bus turn-arounds. Approximately ten stations per year should undergo similar improvements from FY79 to FY82.

Guideline V: Rehabilitation/Renovation of Ways and Structures

With the purchase/rehabilitation of rolling stock and improvements to track, it is necessary that other items such as signaling, switch machines, bridge maintenance/rehabilitation and coach yard modifications also be incorporated into the program. RTA intends to undertake this program by evaluating the needs of commuter railroads on an individual basis, realizing the fiscal restrictions of federal/state/RTA funds.

Guideline VI: Maintenance and Other Operational Equipment

In providing an effective, efficient commuter rail system, it is necessary that the transit operation acquire or replace equipment that affects daily maintenance operations. Such items include pollution control equipment, hydraulic jacking equipment, under-floor wheel truing machines, and other support equipment. As with other segments of the capital improvement program, RTA will evaluate the needs of the commuter railroads on an individual basis.

The following tables present the commuter railroad portion of the RTA Capital Program for FY78 through FY82. Table 8 illustrates the rail capital implementation schedule; Table 9 shows the capital cost schedule of these investments.

TABLE 8

RTA COMMUTER RAILROAD CAPITAL PROGRAM (FY 78 - FY 82)
IMPLEMENTATION SCHEDULE

<u>ITEM</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>	<u>TOTAL</u>
1. Loco: Replacement	-	2	3	13	11	29
2. Loco: New/Expanded Service	2	2	2	2	2	10
3. Loco: Rehab.	11	30	-	-	-	41
4. Commuter Cars: Replacement	-	15	15	15	15	60
5. Commuter Cars: New/Expanded Service	18	25	25	25	25	118
6. Commuter Cars: Rebuild	253	195	33	-	-	481
7. Trackwork (Track Miles)	70	45	45	45	45	250
8. Stations	9	10	10	10	10	49

TABLE 9

RTA COMMUTER RAILROAD CAPITAL PROGRAM (FY 78 - FY 82)

EST. CAPITAL COST SCHEDULE

(\$000's)

<u>ITEM</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>	<u>TOTAL</u>
1. Loco: Replacement ¹	\$ 0	\$ 1,596	\$ 2,514	\$11,437	\$10,162	\$25,709
2. Loco: New/Expanded Service ¹	1,420	1,596	1,676	1,760	1,848	8,300
3. Loco: Rehab.	4,000	15,000	0	0	0	19,000
4. Commuter Cars: Replacement ²	0	6,989	7,339	7,705	8,091	30,124
5. Commuter Cars: New/Expanded Service ²	7,988	11,648	12,231	12,842	13,485	58,194
6. Commuter Cars: Rehab. ³	6,400	4,973	858	0	0	12,231
7. Trackwork ⁴	11,000	7,110	7,323	7,543	7,769	40,745
8. Stations	2,900	1,250	1,400	1,500	1,600	8,650
9. Vehicle Maintenance Program	0	2,000	2,000	2,000	2,000	8,000
10. Ways/Structure	12,070	6,000	6,000	6,000	6,000	36,070
11. Support Equipment	1,825	1,500	1,500	1,000	1,000	6,825
TOTAL	<u>\$47,603</u>	<u>\$59,662</u>	<u>\$42,841</u>	<u>\$51,787</u>	<u>\$51,955</u>	<u>\$253,848</u>

FOOTNOTES (TABLE 9)

- 1) Cost estimated at \$760,000/vehicle in FY 78 and 5% rate of inflation thereafter.
- 2) Cost estimated at \$443,750/vehicle in FY 78 and 5% rate of inflation thereafter.
- 3) Cost estimated at \$25,295/commuter car in FY 78, \$25,500 in FY 79 and \$26,000 in FY 80.
- 4) Cost estimated at \$157,162/track mile in FY 78, \$158,000 in FY 79 and 3% rate of inflation thereafter.

3. Chicago Transit Authority

As the principal public transportation carrier within the City of Chicago, it is vitally important to the region that CTA continue, at a minimum, to provide bus and rapid transit service at present levels, and with improved efficiency wherever possible. In order to do this, the physical plant and equipment of CTA must be maintained in a safe and reliable state.

In November of 1976, CTA submitted to RTA its five-year capital needs, i.e., those specific capital projects determined by CTA as necessary to continue its operations at desired service levels.

Two rolling stock projects requested by CTA meet previously established RTA guidelines for bus and rail vehicle replacement, and have therefore been programmed in FY78 by RTA. These projects are for the purchase of 200 buses to replace 12-year old vehicles; and 300 rapid transit cars to replace cars built over 25 years ago. Parts are no longer available and the maintenance cost is approximately three times that of the most recent cars put into CTA service. In addition, RTA anticipates purchase of another 300 rapid transit cars that will need replacement, according to this guideline, in FY80.

RTA has also included in its FY78 program a group of CTA projects that reflect maintenance needs for both the bus and rapid transit system. This includes an additional 100 buses for lease to CTA as part of a regular replacement schedule. Also included are rehabilitation of support equipment, such as track, communications equipment, storage facilities, service vehicles, subway tunnels, and stations. This group of projects, which totals \$49,172,000, is currently listed in the Regional FY77 Transportation Improvement Program and represents the FY77 CTA Improvement Program. Grant applications will be filed on all of these projects by June of 1977. RTA had not previously listed these projects in its annual capital program.

Inclusion of the above projects by RTA in its FY78 Program indicates that RTA will be the grantee and will participate in the funding.

All other CTA projects have yet to be analyzed according to specific programming guidelines, or in certain cases, to be subject to further, more detailed analysis. RTA will continue to work with the CTA to develop further evaluation (capital investment) guidelines for the other components of the CTA system.

With the exception of those projects already programmed by the RTA in FY78, Table 10 represents the CTA's requested capital needs through FY82.

However, it should be noted that, while individual projects or groups of projects may be substituted or deferred because of this evaluation and analysis, the total investment levels indicated for each fiscal year are fairly realistic in terms of the amount of capital dollars needed to maintain and improve the CTA system.

TABLE 10

CTA FIVE YEAR PROGRAM: CAPITAL NEED REQUESTS (FY 78 - FY 82)

(Costs in \$000's)

	<u>FY 77*</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Purchase 500 buses	9,000	20,000*	22,000			
Campaign rehabilitation of buses		550	600	660	720	800
Construction of off-street bus turnarounds		550	500	450	500	450
Employee facilities at turnarounds		120	120	120	120	120
South Loop staging area			700			
UMTA Sect 15 Requirements	4,500					
North Loop staging area				500	700	
Enlarge bus facilities, 95th/Ryan					30	100
Installation of platform speakers	775	705	1,130			
Attendance, payroll & timekeeping system			400	550		
Communications controller	170				94	
Emergency Vehicle Location System	524					
Rail vehicle maintenance control system		826				
Material & supply control system		857				
Personnel records system			420			
Central computer equipment			2,000	2,000	1,000	
Project control system						600
Support Equipment	1,554	2,164	1,605	1,650	1,896	1,855
System development		1,000	1,000	1,000	1,000	1,000
RT car washers				3,000	1,500	
Rail vehicle maintenance facilities renewal		250	20			
Addition to 54th rail shop					250	1,750
Renewal of rail shops - 61st, Wilson				900	4,050	4,050
Expand Racine rail shop					300	2,700
Track equipment storage building		2,250				
Skokie rail shop renewal		2,500				
Kimball yard renewal		3,100				
Howard-Dan Ryan project		2,000	12,000	12,000	12,000	12,000
Rail employee facilities		200	215	235	250	270
Storeroom 48, 63rd yard		3,500				
West shops storeroom			420		3,800	3,972
South shops storeroom			200		3,679	
Bus maintenance facilities renewal		1,525	1,600	1,580	1,565	700
Kedzie garage	1,000	9,000				
Training facilities						1,000
Washroom facilities	120					
52nd garage		3,700	12,000			
Limits garage		150	500	4,500		
69th garage			1,000	9,000		
Archer garage				500	4,500	4,500
Beverly garage					500	1,500
Yard lighting	550					
North Avenue garage	-				1,500	13,500
Footwalk					650	700
Surface route control system		550	2,744	4,073	600	660
Passenger shelters	366	550	605	665	730	805
Bus stop signs		400	400	400	400	
Rapid transit station graphics		500	500	500	500	

TABLE 10 (Continued)

	<u>FY 77*</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Public information devices		50	50	50	50	50
Power distribution facilities		200	250	300	350	400
Replacement of 600 cars (includes cars for O'Hare Extension and will require funds beyond the program period)		153,000* (300 cars)		175,000 (300 cars)		
Campaign rehabilitation of rapid transit cars	3,300	2,500	2,700	3,000	3,500	3,500
Revenue & ridership reporting system		1,500	900			
Passenger control equipment	695	400	400	400	400	
Central counting facility		1,550				
Platform heaters	100	110	121	133	146	161
WNW Platform Extensions	704					
Canopy renewal		185	200	215	230	50
Rapid transit station alarms		795	672			
Rapid transit security program				1,156	1,248	1,348
Plant security - Skokie					50	50
Dearborn subway signal renewal & upgrade			2,000			
Loop Station Passenger Improvements	2,500					
Congress subway signal renewal & upgrade					2,000	
Replacement of track stringer flange angles Milwaukee, Evergreen to Logan		900				
N/S, 15th to 63rd			400	2,500		
N/S, Armitage to Lawrence				700	1,300	1,400
Modernize Block Signals State Street	2,000					
Replacement of track stringer flange angles Ravenswood, Clark to Campbell	2,050		400	2,500		
Englewood, 59th to Loomis				500	2,800	
Replacement of cross girder flange angles Ravenswood, Clark to Campbell		600				
Douglas, Congress to Keeler		100	500			
Englewood, 59th to Loomis		400				
Milwaukee, Evergreen to Logan		300				
N/S, 15th to 63rd		100	700			
Lake-Douglas Connector	40					
Column Renewal	1,000	1,000	1,000	1,000	1,000	1,000
Concrete structures - N/S & Evanston, Lawrence to Central		500	500	500	500	
Subway tunnel repair		500	500	500	500	
Replace structural elements - Skokie		500	500	500	500	
Edmonds Retaining Wall	40					
Single cut in loop	100					

TABLE 10 (Continued)

	<u>FY 77*</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Renew track & contact rail	5,410					
Evanston, Howard to Linden		2,100	2,400	2,100		
Skokie, Howard to Dempster				2,600	5,100	5,600
Douglas, Keeler to 54th		2,000	1,700			
Ravenswood, Campbell to Kimball			600	2,300		
N/S (tracks 2 & 3), Armitage to Lawrence		500	900	600	600	
Englewood, 59th to Loomis		1,700	1,750			
Wilson Interlocking Plant	3,000					
Curve renewal			600			
Renew switches, crossovers & other special track	450	200	2,100	4,000	4,400	4,800
Rail lubricators						
Renew contact rail						
Ravenswood, Clark to Campbell			620			
N/S (tracks 2&3), Armitage to Clark		240				
Amendment to Phase III Contingencies/ Administration	7,836					
	<u>1,388</u>					
TOTAL	49,172	228,877	85,142	244,837	67,508	71,391

* Projects programmed by RTA in FY 78 Program, totalling \$222,172,000

C. SUMMARY

The proposed RTA Capital Program (FY 78-82) as described in this chapter is summarized as follows:

TABLE 11

ANTICIPATED LEVELS OF CAPITAL INVESTMENTS (FY 78 - FY 82)

(\$000's)

	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>	<u>TOTAL</u>
Suburban Bus (Table 5)	\$ 18,160	\$ 14,260	\$ 21,755	\$ 9,808	\$ 24,917	88,900
Commuter Railroad (Table 9)	47,603	59,662	42,841	51,787	51,955	253,848
CTA (Table 10)	<u>222,172¹</u>	<u>85,142²</u>	<u>244,837³</u>	<u>67,508²</u>	<u>71,391²</u>	<u>691,050</u>
TOTAL*	<u>\$287,935</u>	<u>\$159,064</u>	<u>\$309,433</u>	<u>\$129,103</u>	<u>\$148,263</u>	<u>\$1,033,798</u>
Improvements to South Shore RR(Illinois)	<u>7,200</u>					
GRAND TOTAL RTA FY 78 PROGRAM	\$295,135					

* Total does not reflect costs for O'Hare Extension, CUTD, and City of Chicago projects during the next five years.

¹ Reflects only the amount of funds programmed by the RTA in its FY 78 Capital Program.

² Reflects needs of CTA, as submitted.

³ Reflects needs of CTA, as submitted; including an additional 300 rapid transit cars estimated to cost \$175 million.

IV. RTA FINANCES: FY 78-82

A. OVERVIEW

The previous chapters of this document have discussed the goals established by the Authority and the various policies and programs required to achieve them during the five-year programming period. This chapter projects the cost of these programs over the five year period, compares them with revenue available from current funding sources, and indicates potential revenues which could be expected from various alternative sources of supplementary funding.

Past efforts of the Authority have, of necessity, been directed towards maintenance of the existing system. This has seriously constrained the amount of money available for new and expanded service. However, through careful budgeting, the Authority has implemented a moderate level of new and expanded service. This 5-year program reflects a stepped-up effort to expand services, primarily in currently unserved areas or for special user groups whose needs are not met by the conventional forms of public transportation. The aim is to have the basic regional transportation network in place by the end of the programming period.

While the cost and revenue projections contained in the FY 78 Annual Program and Budget are, by nature, detailed, these five-year projections are necessarily more general, reflecting levels of funding rather than precise expenditures. Nonetheless, the following budget represents a careful and realistic assessment of the financial requirements and resources available to the Authority through fiscal year 1982. Similarly, the programs included in the budget have been determined by RTA to be the most cost-effective given the available alternatives.

The financial picture of the Authority for the Five-Year Program for FY 78-82 is presented in two sections: RTA Operating Program Cost Estimates and Overall Five-Year Financial Projections. The first section addresses the costs of providing the current level of service through FY 82 and the cost of new transit programs for this period. The second

section summarizes the total financial picture projected through FY 82, including total funding requirements, current funding sources and proposed sources of funding.

B. RTA OPERATING PROGRAM COST ESTIMATES

The aim of the Regional Transportation Authority and other public transit authorities throughout the country has been to reverse declining ridership patterns through stabilization of fare levels. To maintain such a strategy, however, requires that cost increases be covered from non-fare box revenue sources, i.e., public subsidy.

This is aptly illustrated by Table 12, which indicates financial projections for the carriers in the region (Chicago Transit Authority, suburban bus carriers, and commuter railroads) together with projected RTA funding requirements. Farebox revenue is expected to be basically constant, while expected levels of inflation will cause operating costs to rise by 8-1/2 to 12% per year, depending on the type of carrier, over the next five years. This will cause public funding requirements to continue their substantial increase. Table 12 deals with maintenance of current service levels only.

Table 13, on the other hand, indicates the projected cost of new service programs of the type described in Chapter II. Of necessity, many of the cost figures for the later years of the program are less precise.

Farebox revenues for new bus and rail routes are presumed to be minimal for routes in their first year. However, once that experimental period is over, advertising has informed the public of its existence, and necessary adjustments are made, it is presumed that successful routes will generate a more substantial return. Nevertheless, as more new routes come on line each year, the ongoing cost of new service rises rapidly. This process is necessary at the current time due to large areas of the region that are underserved or lack transit services altogether. It is hoped that by the end of the five-year period a basic network will be in place. This should aid in leveling off the growth in costs.

The Authority anticipates continued demonstration of various types of special services throughout the period, with a different set of experimental services each year. Those experiments that prove especially successful may then be

incorporated into the on-going program. These costs are incorporated into Part II of Table 13.

Special fare programs are also included in Table 13, including the on-going cost of special fares for elderly and handicapped riders. The costs of the universal transfer program, started in FY 77, are taken into account in the financial projections of the various carriers for fiscal 1978 through 1982. Other new fare programs are projected to require funding throughout the period. However, as efforts to improve ridership take hold, it is expected that fare adjustments undertaken from fiscal 1979 onward will consist increasingly of break-even and/or revenue producing actions.

Finally, the cost of promotional efforts designed to increase ridership and inform the riding public of new services and fare structures are also included in Table 13. These efforts are expected to have much to do with improved farebox revenue once a new service has been running for awhile. It is also hoped that ridership on existing services will improve, although financial projections do not currently presume this.

Table 12
Cost of Current Service - FY 76 - FY 82
(\$ Millions)

	Actual FY 76	Est. FY 77	FY 78	FY 79(1)	FY 80(1)	FY 81(1)	FY 82(1)
I. Bus & Rapid Transit							
A. CTA							
Operating Costs	295.0	316.6	343.6	372.8	404.5	438.9	476.2
System Revenues (2)	192.9	202.1	202.8	204.8	206.9	208.9	211.0
Operating Deficit	102.1	114.5	140.8	168.0	197.6	230.0	265.2
Trust Certificates	+ 1.7	+ .7					
Interest on Bonds	+ 1.6	+ 1.6	+ 1.6	+ 1.2	+ .8	+ .8	+ .8
Unanticipated Capital	+ .2	+ .2	+ .3	+ .3	+ .3	+ .3	+ .3
Capital Reserve	+ 1.4	--	--	--	--	--	--
TOTAL Requirement - CTA	107.0	117.0	142.7	169.5	198.7	231.1	266.3
Other Public Funding (3)	- 5.0	--	--	--	--	--	--
RTA Payments - CTA	102.0	117.0	142.7	169.5	198.7	231.1	266.3
B. Suburban Bus							
Operating Costs	16.3	20.5	23.3	26.1	29.2	32.7	36.6
System Revenues (2)	9.8	10.6	10.9	11.1	11.3	11.5	11.8
Operating Deficit	6.5	9.9 (4)	12.5	15.0	17.9	21.2	24.8
Debt and Capital	-0-	-0-	-0-	.1	.1	.1	.1
TOTAL Requirement-Sub	6.5	9.9	12.5	15.1	18.0	21.3	24.9
Other Funding	- .5	--	--	--	--	--	--
RTA Payments - Sub	6.0	9.9	12.5	15.1	18.0	21.3	24.9
II. Railroad Purchase of Service							
Total Cost Base	93.5	101.0	107.3	117.0	127.5	139.0	151.5
Prior Year Base	N/A	29.2	35.0	41.3	51.0	61.5	73.0
Inflation Adjustment (5)	N/A	7.5	6.3	9.7	10.5	11.5	12.5
Other Adjustments, (2)	N/A	- 1.7	--	--	--	--	--
Base Compensation	29.2	35.0	41.3	51.0	61.5	73.0	85.5
Bonuses	+ .4	+ .8	+ .8	+ .8	+ .8	+ .8	+ .8
Payment in Subsequent Period	- 5.6	--	--	--	--	--	--
RTA Payments - Rail	24.0	35.8	42.1	51.8	62.3	73.8	86.3
III. Prior Year Service							
	.2	5.6 (6)	--	--	--	--	--
GRAND TOTAL - Financial Assistance	132.2	168.3	197.2	236.4	279.0	326.2	377.5

(1) Assumptions:

CTA: Costs increase @ 8.5%/yr.
Revenues increase @ 1%/yr.
Suburban Bus: Costs increase @ 12%/yr.
Revenues increase @ 2%/yr.
Commuter Rail: Inflation Adjustment (or equivalent) @ 9%/yr.

- (2) Includes results of FY'77 fare adjustments; fares assumed constant through remainder of projections
- (3) \$5.0 million paid directly to CTA by Chicago and Cook County in FY'76. From FY'77 onward local contributions are paid to RTA.
- (4) Includes new service implemented in FY'76.
- (5) For some railroads fixed in advance - i.e. Fixed Price Contract
- (6) Estimated FY'77 payments to railroads for service delivered in FY'76.

Table 13

Cost of New Transit Programs FY 76 - 82

(\$ Millions)

	Actual FY 76	Est. FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
I. <u>New Programs</u>							
A. <u>New Bus Service</u>	1.1	.4	1.7 (1)	.6	.6	.7	.8
B. <u>New Rail</u>	--	.1	1.6 (1)	.9	.9	.8	.9
C. <u>Fare Program</u>	1.2	3.4	4.2	2.8	2.8	2.8	2.8
D. <u>Promotional Program</u> (2)	.4	1.9	3.8	4.1	4.5	4.9	5.3
E. <u>Service Development/ Demonstration</u>	--	.2	.7	.7	.7	.7	.7
F. <u>Passenger Facilities</u>	.3	--	--	--	--	--	--
TOTAL - New Programs	3.0	5.9	11.9	9.1	9.5	9.9	10.5

II. Ongoing Cost-New Service

A. <u>Added Bus Service</u>							
Operating Cost	--	--	--	3.3	5.1	7.4	10.2
System Revenue	--	--	--	1.8	2.8	4.1	5.6
RTA Cost - Added Bus	--	--	--	1.5	2.3	3.3	4.6
B. <u>Added Rail Service</u>							
Operating Cost	--	--	--	2.6	5.1	7.8	10.7
System Revenue	--	--	--	1.4	2.8	4.3	5.9
RTA Cost - Added Rail	--	--	--	1.2	2.3	3.5	4.8
C. <u>Fare Program</u>	--	--	--	1.7	1.7	1.7	1.7
D. <u>Service Development/ Demonstration</u>	--	--	--	.7	1.5	2.4	3.4
TOTAL - Ongoing Cost	-0-	-0-	-0-	5.1	7.8	10.9	14.5

(1) FY 78 amounts include costs of routes begun in late FY 77. From FY 79 onward, all ongoing costs are included in part II on the presumption they will be covered as part of financial assistance.

(2) From FY 77 onward, includes cost of Travel Information Center.

C. FIVE-YEAR FINANCIAL PROJECTIONS

Tables 14 and 15 summarize both the Authority's current financial outlook and alternative courses of action available during the next five years from the standpoint of financing.

Table 14 projects expenditure requirements during the period under two alternative courses of action:

1. Continuing to pay the local share of capital projects out of operating revenues on a pay as you go basis;
2. vs. financing capital through sale of RTA bonds, to be repaid over a 20-year life at 5.5% interest. Under this alternative, out-of-pocket capital expenditure drops to -0-, but debt service costs begin to come due in the later years of the period.

Underlying both sets of projections are a number of assumptions utilized for purposes of this analysis:

1. The trend of carrier operating costs and revenues is as indicated in Table 12;
2. fares remain at current levels;
3. to the extent that the Authority becomes a transit operator, there is no major effect on net budgetary balance;
4. administrative costs will rise with overall cost trends, but major start-up will be complete after FY 1978.

This is not to say that events will take place in exactly this manner. For example, the purchase of a carrier is likely to require initial increases in RTA costs to establish the necessary coordination. These cost increases would presumably be offset in later years by savings in operating costs. The net effect, however, on the overall financial outlook (i.e., the "bottom line") is what is important here, and these assumptions appear useful for that purpose.

Under either alternative, current funding sources are not adequate to meet expenditure requirements. This is shown clearly in Table 15. As indicated in the Fiscal Year 1978

Program and Budget document, expenditures are beginning to exceed revenues in Fiscal 1977 and will easily outstrip available reserves during Fiscal 1978. This imbalance is projected to grow throughout the period.

The Authority is currently pursuing various options to relieve this long-term imbalance. Part II of Table 15 indicates some sources of potential new revenue. Yields vary widely and are listed only to give a general indication of potential revenue at a given rate. With the exception of the gas tax, which can currently be imposed by the RTA Board at a rate of up to the 5% listed, the remaining taxes require legislative action and can be set at any rate agreed upon by the General Assembly and the Governor. The Authority is currently proposing that a 1% sales tax be imposed in the six-county region. In return, however, current Public Transportation Fund revenues would be turned back. The net increase in revenues can thus be calculated by subtracting the Public Transportation Fund yield in Part I of Table 15 from the sales tax yield in Part II.

Also included as a potential revenue source is the estimated increase in operating assistance to this region if Senate Bill 208 (Williams bill), currently before the United States Congress, is adopted in its present form. The basic yield from extension of the operating assistance program beyond July 1, 1980, is already included under current revenue sources, on the assumption that such extensions should be forthcoming whether or not the Williams bill gains support in its present form. Included as potential revenue is the increased growth proposed by that bill, as well as an estimate of the proceeds likely to come to this region from the U.S. Secretary of Transportation's discretionary fund proposed therein. While these amounts are not by themselves sufficient to solve the Authority's fiscal problems, particularly in the short run, they will be extremely helpful in meeting the Authority's commitments in regard to providing adequate service and stable fares. A fare increase is not included among the proposed revenue sources. A 10% increase can be expected to yield \$20 million a year with no growth throughout the period.

Any of the tax-based alternatives can be expected to allow the Authority to carry out its program through at least part of the programming period. The degree to which the entire

program can be completed is dependent on the tax rate and/or combination of the tax sources utilized.

Table 14

Summary of Projected Operating Costs - FY 76 - FY 82

(\$ Millions)

	Actual FY 76	Est. FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
I. Without RTA Bonding							
Financial Assistance	132.2	168.3	197.2	236.4	279.0	326.2	377.5
New Transit Programs	3.0	5.9	11.9	9.1	9.5	9.9	10.5
Ongoing Cost - New Service	--	--	--	5.1	7.8	10.9	14.5
Capital Programs (1)	9.5	1.4	12.5	13.0	13.5	14.0	14.5
RTA Administration (2)	3.5	6.6	9.7	10.5	11.4	12.4	13.4
Debt Repayment: (3)							
State of Illinois Loan	--	5.5	8.8	8.8	8.8	--	--
Short Term Interest	--	.1	1.6	-- (4)	-- (4)	-- (4)	-- (4)
SUBTOTAL - Debt Repayment	--	5.6	10.4	8.8	8.8	-0-	-0-
TOTAL FUND REQUIREMENTS - without Bonding	148.1	187.9	241.7	282.9	330.0	373.4	430.4
II. With RTA Bonding							
Financial Assistance	132.2	168.3	197.2	236.4	279.0	326.2	377.5
New Transit Programs	3.0	5.9	11.9	9.1	9.5	9.9	10.5
Ongoing Cost - New Service	--	--	--	5.1	7.8	10.9	14.5
Capital Programs (1)	9.5	1.4	--	--	--	--	--
RTA Administration (2)	3.5	6.6	9.7	10.5	11.4	12.4	13.4
Debt Repayment: (3)							
State of Illinois Loan	--	5.5	8.8	8.8	8.8	--	--
Debt Service (5)	--	--	--	1.0	2.1	3.3	4.4
Short Term Interest	--	.1	1.3	-- (4)	-- (4)	-- (4)	-- (4)
SUBTOTAL - Debt Repayment	--	5.6	10.1	9.8	10.9	3.3	4.4
TOTAL FUND REQUIREMENTS - with Bonding	148.1	187.9	228.9	270.9	318.6	362.7	420.3

(1) Capital in FY'76 includes total project cost. From FY'77 onward, only amounts covered from current operating revenues included here.

(2) Assumptions: Cost increases of 8.5%/yr.

(3) Does not include principal on CTA Bonds. The amounts are as follows:

MATURITY	PRINCIPAL	FUNDED RESERVES	UNFUNDED
July 1, 1978	20.6	7.2	13.4
July 1, 1982	18.0	-0-	18.0
	38.6	7.2	31.4

Funded reserves include current amounts in both the Bond reserve Fund and the modernization fund.

(4) Short-term interest requirements heavily dependent on decisions regarding proposed revenue sources and long-term financing. Excluded from FY'79 onward for purposes of this analysis.

(5) Terms: 5.5% interest; repayment over 20 years.

Table 15

Summary of Projected Operating Revenues - FY 76 - FY 82

(\$ Millions)

	Actual FY 76	Est: FY 77	FY 78	FY 79 (1)	FY 80 (1)	FY 81 (1)	FY 82 (1)
I. <u>Current Funding Sources</u>							
Public Transportation Fund							
Sales Tax Receipts	89.3	97.9	107.1	116.2	126.1	136.8	148.4
Motor Vehicle Registrations	15.7	16.1	16.5	16.5	16.5	16.5	16.5
SUBTOTAL - PTF	105.0	114.0	123.6	132.7	142.6	153.3	166.9
Local Gov't. in Cook County (2)	--	5.0	5.0	5.0	5.0	5.0	5.0
UMTA Section 3 (capital) (3)	7.6	--	--	--	--	--	--
IDOT Section 3 Match (3)	1.3	--	--	--	--	--	--
UMTA Section 5 (Operating)							
Currently Authorized	49.4	49.6	49.3	53.6	48.9	--	--
Direct Extension (4)	--	--	--	--	7.9	59.9	63.1
SUBTOTAL , Section 5	49.4	49.6	49.3	53.6	56.8	59.9	63.1
UMTA Section 6	--	.2	.6	.6	.6	.6	.6
UMTA Section 9	--	.5	1.0	1.0	1.0	1.0	1.0
(Technical Studies)							
Interest Income	1.0	.6	-0-	-- (5)	-- (5)	-- (5)	-- (5)
TOTAL - CURRENT SOURCES	164.3	169.9	179.5	192.9	206.0	219.8	236.6
Budgetary Balance - Without Bonds	16.2	(18.0)	(62.2)	(90.0)	(124.0)	(153.6)	(193.8)
Budgetary Balance - With Bonds	16.2	(18.0)	(49.4)	(78.0)	(112.6)	(142.9)	(183.7)
II. <u>Proposed Sources of Funding</u>							
A. <u>Federal Funds (Senate Bill 208)</u>							
Increase in Section 5 Growth	--	--	--	--	--	9.5	15.8
Discretionary Grants	--	--	--	27.5	27.5	27.5	27.5
TOTAL - Senate Bill 208	--	--	--	27.5	27.5	37.0	43.3
B. <u>Sales Tax @ 1% (6)</u>	--	--	285.6	309.9	336.2	364.8	395.8
C. <u>Motor Fuel Tax @ 5% (6)</u>	--	--	83.2	90.3	97.9	106.3	115.3
D. <u>Income Tax @ 1% (6)</u>	--	--	443.5	488.6	537.5	591.2	650.3
E. <u>Utility Tax @ 5% (6)</u>	--	--	215.3	242.8	267.1	293.8	323.2
(1) Assumptions:	Sales Tax Growth:		8.5%				
	Motor Fuel Tax Growth:		8.5%				
	Income Tax Growth:		10.0%				
	Utility Tax Growth:		10.0%				
(2)	Local government contribution went directly to carrier in FY'76. Therefore not in RTA b From FY'77 onward paid to RTA.						
(3)	Capital grants included in FY'76 budget. Budgeted separately beginning in FY'77.						
(4)	Presumes extension of program at current yearly growth in funding. Increases proposed Williams Bill included in Part II (proposed funding sources)						
(5)	Interest income heavily dependent on decisions regarding proposed revenue sources and lo term financing. Excluded from FY'79 onward for purposes of this analysis.						
(6) <u>Source:</u>							
	Sales Tax	-RTA staff estimates based on data regarding current revenues s					
	Motor Fuel Tax	-RTA staff estimates.					
	Income Tax	-RTA estimates based on State budget projections.					
	Utility Tax	-RTA estimates based on State budget projections.					

D. CONCLUSION

The RTA Five-Year Program for FY 78-82 as presented in the preceding pages has been designed to provide a realistic level of service within the region.

The Five-Year Program is meant to present a framework and direction for the RTA to work in attaining a sound transportation system. The one-year program is based on the guidelines suggested in the Five-Year Program and recommends specific capital and operating projects for Fiscal Year 78.

The funding requirements projected in this program are based on the stated objectives to maintain the existing transit system, to fund new and expanded services and to provide capital equipment to support the operating system.

However, existing funds will not support the present system, let alone necessary new and expanded services. Continuation of the existing level of service that the Authority is now providing to the region is dependent on the immediate availability of a new funding source. Implementation of the additional services and programs which have been proposed to provide the region with a substantially improved transportation network will be possible only to the extent that any new revenue sources provide the ability to support new services, as well as to maintain the increasingly larger system each year during the five year period of this program. Therefore, the impetus of the plans and projects detailed within are contingent on securing adequate funds so that the RTA can carry out its stated objectives.

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